



## TRAFFIC RULES ARE TAUGHT BY "MOVIES"

"Rights and Wrongs" of City Streets to Be Shown Children by Means of Pictures.

"It's an old saying," remarked John Hartman, of the Commercial Auto Supply Company, "that an ounce of prevention is worth a pound of cure," but it fits in very nicely with the movement recently put under way in some parts of America, whereby school children are to be taught the traffic rules and regulations by means of moving pictures and illustrated lectures.

"There is no doubt that the young mind can grasp these pictures lessons much more quickly than by any other method, and when once they learn the 'rights and wrongs' of the city streets, the percentage of accidents will be reduced to a minimum.

"The street car lines and railroads have posted warning notices on the right and wrong way of leaving their cars and crossing thoroughfares, but these printed signs make little or no impression on the average child. With the motion picture it is another story. Here the child follows every movement of the actors and can actually see the danger before the accident occurs. With all this in plain sight, and an experienced teacher to tell them how to act under similar circumstances, there is no reason why the lesson should not leave a lasting impression. "I am sure the people responsible for this movement will have the hearty cooperation of all merchants and manufacturers who use or make motor driven vehicles. In my estimation it is the first big, important step taken to solve the problem of how to take care of the children on the streets."

## SEARCH FOR LEATHER PROBLEM FOR MAKER

Largest Hide Ever Imported into the United States Recently Brought Over from France.

The largest hide that has ever been imported into the United States was received this week by the Moon Motor Car Company. The hide contains 77 1/2 square feet. It measures eleven feet in its greatest length, and the greatest width is nine feet.

The hide came from France, where the largest hides in the world are produced today. It is a peculiar fact that it was not generally known that the largest steers were to be found in France until the demand of the automobile industry for the very best leather for upholstery combined the world for the best in existence.

This attitude of automobile manufacturers in insisting on having the very best for their cars, regardless of price, is shown in every department of automobile manufacture today.

The selection of hides for Moon cars is done by experts, and French hides because of their recognized better quality are generally chosen. The material in the large hide is especially thick and rich in luster, and the grain on which it is used is particularly attractive.

Among the many interesting things in connection with the up-to-date automobiles is the fact that the wiring and lighting system require enough wire to wire completely a six-room cottage.

The chief electrician of the Moon Motor Car Company says that there is 10 feet of wire in a completely equipped Moon car. The primary require fifty feet, twenty feet are used for the headlights, twenty-eight feet are needed to connect up the side lights, and the self-starter requires twelve feet.

With this large amount of wire about an automobile, the problem of encasing it and protecting it from wear is not a simple one. The handling of the wire in Moon cars is done so successfully that not a single wire is visible, and the wires are given absolute protection from surrounding surfaces. This protection has been accomplished by incasing the wires at contact points in circular looms.

The careful study and successful solution of the wiring problem in Moon cars is only another evidence of the mechanical skill that is being developed to make the Moon the best car for the price on the market, and the equal of many higher priced cars.

## SPIEGLE OPTIMISTIC ON RESULT OF TEST

Famous Driver Thinks Pathfinder Will Come Through Transcontinental Run Well.

Just before the Pathfinder car in the Indiana-Pacific tour took its place in line at the start from Indianapolis, July 1, Bob Spigle, a well-known racing driver, and Superintendent of Police Hyland at the Police Station, where the Indianapolis "Iron Man" turned the key in the locks that sealed the bonnet of "Old Daniel Boone" for the long drive to the Pacific.

The key was mailed to Gov. Hiram Johnston of California, who will be the first to raise the hood of the Pathfinder upon its arrival at the Pacific, the Westernmost point in the course of the Indiana-Pacific tour.

The attempt is all the more noteworthy because the Pathfinder "W" is the same car that was used by the A. A. A. and United States government in its survey of three new transcontinental routes last summer in 147 days total elapsed time.

The car will be driven by Bob Spigle, who is well known throughout the West and Southwest.

In spite of its great mileage to date, Spigle says the car is capable of negotiating the 2,000 mile journey with a sealed bonnet with an ordinarily good break of luck.

The only danger to be encountered is the change of altitude which will test the flexibility and soundness of the motor to the limit. Other than a number of climbing stiff grades, with the constant risk of fouling spark plugs. One big point in his favor is that all moving parts on the Pathfinder motor are dustproof.

Once through the great Salt Desert, Spigle expects to have easy sailing. Motor fans who are universally skeptical over the ability of any car to turn the trick are watching its progress with new interest.

## WOMEN SUPERIOR AS AUTO DRIVERS

Few Accidents Occur When Member of Fair Sex Is at Wheel.

RECORDS ARE QUOTED

District's Permit Clerk Says They Are More Cautious Than Men.

That women should be praised as drivers of automobiles rather than criticized is the opinion of H. W. Woodward, secretary of the District Automobile Board. He bases his views upon personal observations made by him during the ten years he has served as secretary to the District board.

"Should a woman drive a car?" Mr. Woodward was asked.

"And why not?" he replied. "They do everything else that we men do, save, possibly, vote."

"The who protest women driving automobiles say that they are too nervous, lack strength to handle them, and are excitable and cannot concentrate on the matter in hand and keep their head at the same time. This is all both. Their opinion is based solely on personal impressions. If they had made any investigation of the subject or occupied a position where they were thrown in contact with automobile drivers they would change their views."

Few Complaints Made.

"Judging from the lack of complaints we receive against women, I should say they are very capable drivers. They are naturally more cautious and timid and for that reason figure in less accidents than men, who are more reckless and will take a chance. I would estimate that a woman driving an automobile than see a boy fifteen or sixteen years old riding a motorcycle or driving a car on the crowded streets. Ninety-nine out of a hundred women driving cars are as capable of managing them as men who have had similar experience."

The District permit clerk is more than willing to vouch for the skill and ability of the women drivers of Washington. The number of women drivers in proportion to the large number of men drivers is, of course, very small, but according to Mr. Woodward the number of the fair sex who are becoming "motor bugs" is fast increasing.

"You can take it from me, I am not opposed to women driving cars. When I have a woman applicant for a driver's license it takes me about half as long to complete the necessary examination as it does with a man. I have never had one to miss a question that I have asked concerning the traffic regulations. Hundreds of men have come into my office unprepared to stand an examination and though the women are a little slower in getting through, and after failing to answer the question concerning the speed rate correctly, want to argue that I am wrong. I don't argue with them; I simply give them a booklet of the traffic regulations and let them ask me when they can answer the questions to me back."

"It is very seldom that you pick up the paper and read of an automobile driven by a woman running down a pedestrian, or colliding with a street car, or an automobile. When a woman gets in a tight place the first thing she does is to shove both the clutch and brake pedals in and stall the engine. She never runs into anything, but sometimes she gets run into."

That women are careful drivers is asserted by Mr. Woodward. He stated that during his entire experience he had never seen but one woman who was exceeding the speed limit.

Drive Within Law.

"I don't believe that there is a dozen cases on record in Police Court where women have violated the speed laws. That is certainly more than you can say about the men. Most women are afraid of fast driving, even when the car is driven by an expert, and for that reason drive slowly themselves. Their horror of hurting persons and even animals makes them cautious."

When Mr. Woodward was asked for his opinion regarding women driving cars thoroughly agreed with Mr. Woodward that he thought them competent drivers. He declared that the near perfect record of the District Automobile Board in automobiles made them safe for a woman to handle.

"One thing that has given the woman driver confidence has been the marvelous growth of the electric automobile business. The cars are light, and their easy control permits those driving them to traverse the downtown streets at the busiest hour of the day without fear. Many women graduate from the electric to the big gasoline car, and their skillful management of the cars prove that their electric apprenticeship was well spent."

"There was a time when women knew all about the gears and various levers, but were ignorant of what they called those 'foolish things' inside. Times have changed even this. Most women drivers today are making a careful study of their cars. They lack the muscular strength to take down an engine, but they are beginning to know how it should be done, and to locate the source of trouble in case of a breakdown. There is no real reason why women should not drive a car. They are as intelligent as men, and I think more careful. If anything, they have the edge on the men."

Whether the electric automobile is a prospective customer making mention of how fine the bees and trout fishing is at this time of year in Canadian waters, and that he had better get the call of the wild out of his system. That same evening, in company with Mrs. Pollock, he departed for Canada, and for the next few weeks will devote his energies to fishing and hunting.

The Pollocks in Canada.

The lure of the bass was too strong for Taylor Pollock. On Tuesday he decided that he could not help but pointing out the merits of the Canadian waters to prospective customers making mention of how fine the bees and trout fishing is at this time of year in Canadian waters, and that he had better get the call of the wild out of his system. That same evening, in company with Mrs. Pollock, he departed for Canada, and for the next few weeks will devote his energies to fishing and hunting.

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## AVERAGE TAXI MAKES 1,000 MILES PER DAY

Transportation Company in Detroit Gives Olds Motor Works Some Interesting Figures.

How much do people use taxis, for example, in Detroit, the big auto town? How much profit is there in the business? Are taxicabs really high or low? These are questions that lots of people no doubt ask themselves occasionally as they notice the rows of metered cars standing along the curb.

Some figures just given out by the Detroit Taxicab and Transfer Company shed light on these interesting questions. This company uses sixty-five Oldsmobiles, forty-two of them being metered cabs and the rest touring cars and limousines. The average mileage of these cars for five years past has been 20,000 miles a month, or about 1,000 miles a day. For the five years past the total mileage covered by the Oldsmobiles.

By reckoning up chauffeur hire, tire expense (all tires are leased at so many cents per mile), and the item of depreciation per car over the five years, and comparing it with the item of taxicab fare for the 1,000 miles, any one can work out for himself an idea of whether or not he would like to buy half a hundred high-grade cars and start a business for himself.

## CIRCULATION SYSTEM TROUBLE IN SUMMER

Many Causes May Contribute to Heating, and Motorist Must Be Wary.

The summer touring season brings with it cooling trouble for the motorist. There are several reasons why water-cooled motors overheat. The cause may be a clog in the circulating system, preventing the free circulation of the water. The obstruction might be in the radiator itself, in the water pump, or in the hose connections. It is not unusual for a piece of solder to clog the main water outlet at the base of the radiator. It is also possible that the propeller of the pump has become loosened on the shaft, and as a result does not throw the water. If the water hose connections have been on for some time, it is more than likely that the inner walls have become soft, and are actually swelling shut. The external surface of the hose may seem to be in good condition, while the inner walls have decayed.

To locate the obstruction in the water lines the hose connection between the radiator and the top of the cylinder can be removed, and by pouring water into the radiator one can very readily tell whether the trouble lies in the pump itself. Again, the trouble may be traced back to the lower connection at the base of the radiator. If the automobile has been running a considerable length of time, it is also possible that the cylinders are carbonized to such an extent as to cause overheating. A thick coat of carbon in the cylinders will not only cause the motor to overheat, but also to knock. Even though the spark is considerably retarded, and a slightly rich mixture will cause much trouble, irrespective of proper water circulation.

## EXPENSIVE TIRES PAY, SAY MOTOR EXPERTS

Armour Ferguson, Youngest Racing Driver, Warns Against Use of Cheap Product.

In automobile races drivers have to contend with a number of important factors which are beyond their control. One of these is the quality of automobile tires upon which victory frequently hangs. Race drivers have taught tire manufacturers a great many things because of their experience with tires in grueling contests. Armour Ferguson, the youngest racing driver in the country, has had considerable experience with tires, and he is qualified to speak of them and the materials of which they are made.

"A hard tire—hard as well as it is more susceptible to puncture than a softer one, strange as it may seem," says Mr. Ferguson. "By soft tires I mean those that are so by reason of containing more pure rubber. An expensive tire contains more in the average amount of pure rubber and is naturally more durable than others."

"One method of learning this point can be had by taking a rubber band, fresh and of good quality, and stretch it and try to push a pin through. You will encounter a lot of resistance. The pin will not go through easily, for the rubber will not yield until you use considerable force. But, take another band of a poorer grade that has less pure rubber in it and you will be able to push a pin through quite readily. This is one reason why more expensive tires not only wear better, but puncture less."

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## LOVE OF TRAVEL IS CAUSE OF MIGRATION

Completing Transcontinental Trip, R-C-H Tourist Delays This Impelled Pioneer.

SATISFYING THE WANDERLUST

"It is easy to see why our forefathers surmounted almost insurmountable obstacles in opening up the vast new country of the West in the early days," said Eldon Rockledge, of Los Angeles, when he was with William West and Calista Correll, who were welcomed into New York as they completed the transcontinental trip in R-C-H No. 2. "Even if there had not been the prospect of fertile land and gold to lead them, the pleasure of our country would have been impelled to continue their journey by the love of traveling over the country."

"There is nothing to compare with the sensation of satisfying the wanderlust by cross-country traveling. We have made a trans-continental trip from Los Angeles to New York because of the pleasure we can get out of driving. The open-air life, the hundreds of miles of wonderful scenery, and the spirit of conquest one experiences in continually entering new country, are joys that only the motorist knows these days. Our forefathers must have known these same joys to a lesser extent, of course, when they loaded their families and household goods into a canvas-covered prairie schooner and struck out for the land of the sunset. Of course, they had the added incentive of a new and better home in a vastly more attractive territory, but, nevertheless, I believe that the joy of traveling had a great deal to do with their migration."

The little R-C-H car in which the three Western men made their transcontinental tour is the second car built in the R-C-H plant. It had done 25,000 miles previous to the start of this drive, but, nevertheless, after its test crossing America being about as hard as anything a car can be subjected to, it is in excellent condition, and ready for more. The car was chosen for the cross-country run mainly because of the showing it made in the road race which opened the new Owensmouth course, near Los Angeles, last April. In that event the car won a special trophy for the remarkable endurance it displayed, and Messrs. Rockledge and Correll decided that it was just the vehicle in which to satisfy the call of the open road by which they were lured.

The route which they took led through Mexico and Canada and ten States of the Union—California, Arizona, New Mexico, Colorado, Kansas, Missouri, Illinois, Indiana, Michigan, and New York. Before they are through they will add three States to the list, returning to Detroit. All kinds of road conditions, sand, mud, rocks, where level and hilly country were met with, but the little car never faltered, even in the hardest going.

After leaving their home city, the tourists spent but one night in a hotel until Kansas City was reached. They carried a complete camping outfit, consisting of tent, portable stove, and cooking utensils, and slept under the stars. While none of the trio has ever qualified as an expert chef, all declare that the cooking of meals only gave the trip an added zest.

The tour has attracted no end of interest all along the route, being greeted with enthusiasm at each stop. A return trip to the Coast in the fall is planned by the tourists.

SALES AND DELIVERIES.

Miss H. R. Porter has placed an order with Emerson & Orme for a Detroit electric victoria. It will be equipped with Metz tires.

The District Water Department last week awarded the Henderson and Rowe Auto Company the contract for a little "T" roadster.

W. R. Hibbs is the latest purchaser of a Marmon touring car. It is of the six-cylinder type, and is one of the most attractive cars turned out of the Marmon factory. The sale was made by the Ford Motor Car Company, which has also delivered to Matthew Trimble, Jr., a Marmon speedster and a Marmon four-passenger touring car. The speedster is finished in light blue, and is equipped with wire wheels.

Emerson & Orme report the sale of a Detroit electric clear-vision brougham. It is finished in blue and is upholstered in English whiplash. John C. Dwyer has purchased a Detroit electric victoria from Emerson & Orme.

"This is the season of the year when hundreds of motorists are planning their summer tours," says R. H. Martin, manager of the 1-2-3 branch. "Many make the common mistake of trying to go too far in one day. For man who is accustomed to driving over the country roads and handles a car every day for a certain distance, 30 miles a day is not a hard drive, but for the business man who drives his car only a few miles over city streets, 30 miles a day is too far. There is no sense spooling a tour by arriving at the destination each evening tired out and ready to fall into bed. Have a good time and do not travel faster than is enjoyable to every person in the party."

R. H. Martin, manager of the Buick Motor Company, leaves today for Flint, Mich., to attend the annual meeting of the Buick Motor Company's branch managers.

At the close of the meeting he expects to spend a few days visiting in the West and return home the first of the following week. "Bob" Martin is numbered among the youngest as well as most efficient of the branch managers of his company.

Miss Isabella Jewell, of the Poli Players, has planned an extensive automobile trip in her new Studebaker "28" touring car, which was delivered to her yesterday by the Commercial Automobile and Supply Company. She will be accompanied by

her mother and Miss Hazel May. The party will tour Long Island, and will then proceed to Newport.

Studebaker "4" cars were sold this week by the Commercial Automobile and Supply Company to W. H. Ritchie and J. M. Beall, while a Studebaker "28" was sold to William S. Garland, and a Studebaker "28" touring car was purchased by R. H. Williamson.

David S. Hendrick has gone to New Bedford, Mass., where he will remain during the balance of this month and a part of August, enjoying a much-needed rest after a strenuous business season.

R. G. Kirtland, secretary of the David S. Hendrick Company, Inc., is spending the summer at his country home in Rensselaer, N. Y.

Mrs. W. Elkins Reed and family have taken a cottage in the suburbs of Portland, Me., for the summer, where they will be joined by Mr. Reed immediately following the return of David Hendrick, whose affairs he is conducting while Mr. Hendrick is away on a vacation.

BEACH RACE TO CALL MANY "SPEED FIENDS"

Motorists Will Gather at Galveston, Tex., July 28 for Big Meet.

Several veteran drivers of many hard-fought campaigns in the sport of automobile racing will gather the latter part of this month at Galveston, Tex., to participate in the only beach race meet of the year. The meet, which is to be run during the three consecutive days, beginning July 28, is being promoted with a view of giving fast machines and their pilots a chance to go the very limit on the hard packed sands of the mammoth beach, and record-breaking speed is bound to result.

Men whose names have been linked with narratives of narrow escapes on road and track, and whose wonderful driving has caused thousands to gasp with bated breath, are now tuning up their machines preparatory to sending them South. Despite the fact that a speed of nearly 100 miles an hour was attained at the meet last year, it is expected that with the high-powered cars entered this year all previous records will be smashed.

Judging from the way entries are being received by Capt. J. W. Munn, chairman of the racing committee in charge of the meet, it is evident that the entry list will be the largest ever obtained for a beach speed carnival. Not only are the foremost drivers of the country displaying interest, but a number of motorists of Texas who never before competed in races are making entry. That some of the \$5,000 of the prize money offered to the placed drivers will undoubtedly be captured by the Texan pilots is probable, for automobile racing is not always to the swift.

This was demonstrated in the 500-mile race at Indianapolis two years ago when Ralph de Palma led the field of drivers close to the finish, and then broke down, losing approximately \$5,000 by the misfortune. In the uncertain sport of automobile racing amateurs have a good opportunity to beat the experienced race drivers if they use common sense in driving. Capt. Munn, whose name has been linked prominently with automobile racing in the South for many years, has introduced new blood into the racing field, and through his efforts in promoting the Texan meets a number of

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